

My Viewpoint
Bill Grant

Feb 01, 2011

To; Auburn Planning Commission & City Council
Re; Baltimore Ravine Access Alternatives

The EIR shows that the Werner Road and Herdal Drive locations are the primary access points for the BRSP. This Report also considered and rejected five other alternative access options, identified as sites #2 through #6. The City Council has directed the Commission to review two of these sites near Pacific Street (#4 & #5). The rationale cited in the EIR for rejecting these two sites appears to justify that action. If one is found to be viable, then it could conceivably be substituted for the Herdal location.

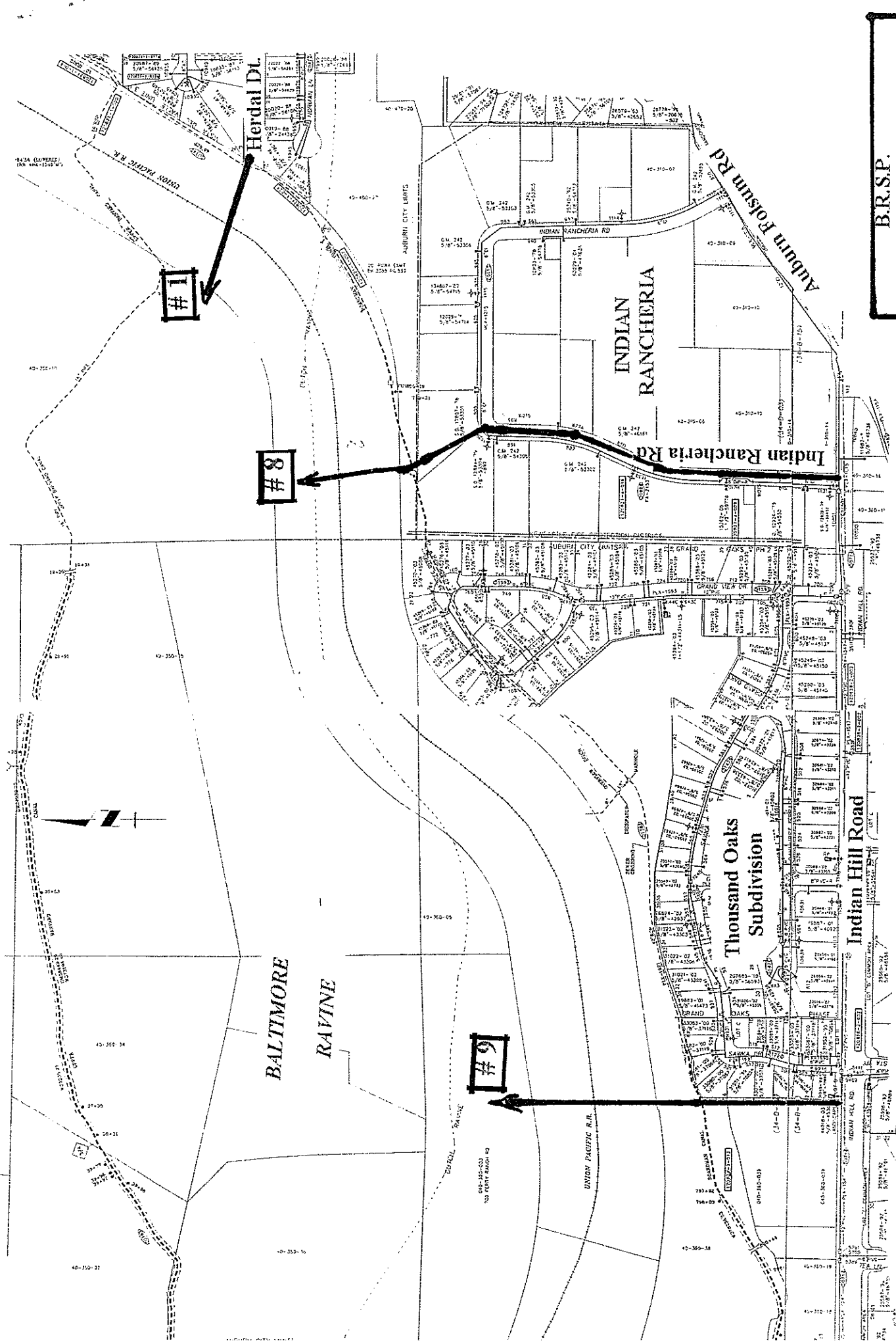
However the authors of the EIR were remiss in failing to specifically identify three other options. These are located at Baltimore Road, Indian Rancheria Rd and Indian Hill Road – west of the Thousand Oaks Subdivision. I have assigned these sites # 7, # 8 and # 9.

7 -Baltimore Road This is an existing private road off Palmyra St. It originally served a Ranch in Baltimore Ravine. Now there are 4 or 5 homes along this road, as well as a small 7-8 lot subdivision on Knollwood Drive, which branches off of Baltimore Road. It would be a challenge to upgrade this road to City standards. But this is the ONLY route into Plan Area 1 that does NOT cross the railroad. No railroad bridge required !

8 - Indian Rancheria Road This option would utilize about 1000 feet of the west leg of Rancheria Road off of Indian Hill Road. About 10-12 subdivision lots would be impacted along this length.. From there a new route would traverse northerly between two lots and across the railroad. I have no information on the terrain in this area..

9 – Indian Hill Road. This option starts at Indian Hill Road, and runs parallel to the westerly boundary of the ^{Thousand} Auburn Oaks subdivision. It would continue northerly and go across the Railroad into the Ravine, ending somewhere in the vicinity of the Perry Ranch Road. This location would probably require about 1,000 feet of roadway; but I have no information on the terrain. The effect on existing residents appears to be minimal.

I believe that the City officials should seriously review these additional options, before adopting and certifying the EIR. I would also suggest that consideration be given to substituting an Indian Hill access option for the Werner Road / Ophir Drive location. The Werner Road route is an inadequate, awkward, unsafe and misguided choice. It will lead to problems and difficulties to implement and maintain. And it still would not provide a safe, convenient and suitable route in or out of the Baltimore Ravine. The BRSP area would be better served with both an access off Indian Hill Road (# 8 or #9) and access at Herdal Drive or one of the other nearby options (#4,#5,#7). I strongly urge Auburn to adopt this plan, or a similar one with dual access locations excluding the Werner / Ophir Road route. These various options are shown on the two attached maps.



B.R.S.P.
Alternative Access Locations
Herdal Drive - # 1
Indian Rancheria Rd - # 8
West of Thousand Oaks - # 9

